

# IT MEANS MUCH TO WHEELING.

The Uniontown, Waynesburg & West Virginia Will Place Wheeling on an Equality

## WITH PITTSBURGH FOR COKE

Supply, and the Removing of This Handicap, It is Predicted, Will Create a Boom.

The action of the board of county commissioners, at its meeting yesterday, in unanimously passing the ordinance submitting to a vote of the people on July 17 the proposition to bond the county to the extent of \$500,000 for a stock subscription to the enterprise, has been received with satisfaction, and with the assurance that the project is bona fide the opinion seems to be general that the bond issue will be endorsed by the required three-fifths majority.

The new road will have a mileage of seventy-one miles, between Uniontown and Wheeling, and runs through Fayette and Greene counties, in Pennsylvania, and Marshall and Ohio counties in this state.

From Uniontown westward the line runs with scarcely any deviation either north or south. About eighteen miles west of Uniontown the Monongahela river is crossed at the mouth of Brown's run. Continuing westward, the towns of Carmichael, Khedive and Morrisville are reached in succession and then Waynesburg, the county seat of Greene county. From Waynesburg westward Rogersville and Bristol are reached. At Bristol the headwaters of Big Wheeling creek are reached, and thence in a north-westerly direction along the creek valley through Ryerson's station and Crow's Mills, in Greene county, and then in Marshall county, this state, through the villages of Majorsville and Viola, and finally into Ohio county, through Elm Grove and into Wheeling and Benwood. From Elm Grove the route is largely parallel with the Baltimore & Ohio Wheeling division until just east of the Baltimore & Ohio's Peninsula tunnel. Here the Uniontown, Waynesburg & West Virginia tunnels eight hundred feet through the hill, emerging this side of the west entrance of the Baltimore & Ohio's tunnel. Thence the route is along the hillside back of the plants of the Atlantic Refining Company and Reymann Brewing Company to Coal run, just beyond the Wheeling Corrugating Company, and Whitaker iron works plants. At Coal run, Chapline hill is encountered, and a tunnel thirty-two hundred feet in length will take the line through, with the exit at Caldwell's run, which will be crossed on a trestle. Thence the route is along the hillside back of the La Belle and Schumacher plants and on down through the South Side to Boggs' Run, which is to be crossed on a trestle. Thence through upper Benwood the route is along the hillside, ("Kentucky Heights") to a point at the head of Seventh street. Here the river will be crossed on a bridge projected some two or three years ago by the Jutties, which it now develops is practically the project of the Uniontown, Waynesburg & West Virginia railroad. The bridge will cross the river with a slight upward trend, striking Bellaire on Thirty-fifth street, and probably having its terminus at Noble and Thirty-fifth streets, where, by the way, the Cleveland, Lorain & Wheeling road is connected with.

What This Railroad May Mean to Wheeling is Intimated by Mr. W. C. Jutte, who says that it may in a short time become a part of another great trunk line between the east and west. He is authority for the statement that a road is now projected from Sandusky, Ohio, to Bellaire, and that another is on the tapis to be built from Uniontown to Chambersburg. These three roads, joined to some great western system, the Wabash, for instance, would place Wheeling on the main line of the greatest system in the country, for the Wabash would then be the only line in the country operating both east and west of the Mississippi river. All this, however, is conjecture as yet, and developments in railroad are sometimes exceedingly slow.

### Coke to the West.

The fact that the Uniontown, Waynesburg & West Virginia is to cross the river at Bellaire over a bridge that will have its terminus at the southern terminus of the Cleveland, Lorain & Wheeling might be taken to indicate that the two roads would be operated in sympathy. In fact, unless arrangements are made with the Wheeling Terminal, the new road would be able to connect satisfactorily only with the Cleveland, Lorain & Wheeling at Bellaire. True, the Baltimore & Ohio and the Cleveland & Pittsburgh both enter Bellaire, but it must be remembered that both are themselves coke carrying roads and for that reason not in sympathy with the Uniontown, Waynesburg & West Virginia. Connecting with the Cleveland, Lorain & Wheeling the new road would be able to send coke direct to Cleveland at a mileage saving as compared with the Baltimore & Ohio and Pan Handle of about sixty or seventy miles, and as the Cleveland, Lorain & Wheeling is on intimate terms with the Lake Shore and Nickel Plate roads, Chicago could be reached also at a mileage saving.

### May Use Terminal Station.

In addition, it is said, the new road will connect its track at the mouth of Coal run, near the Whitaker mill, with the Terminal system, whose line is distant only a few yards. This would give the line connection with the Wheeling & Lake Erie, over which it would send a large proportion of its west-bound coke. In addition this connection would give the coke road entrance into the Terminal station for its passenger business. It will be noticed that there is no suitable place along the proposed road for the establishment of an independent passenger station, at least not

north of Caldwell's run, or nearer the mouth of Wheeling creek up-town than Coal run—both of which locations would be out of the way and very inconvenient for the traveling public.

### Cheap Coke for Wheeling.

But it is in its relation to Wheeling and the Wheeling manufacturing district that the Uniontown, Waynesburg & West Virginia road especially, appeals. It means that Wheeling district iron and steel manufacturers will be placed closer to a coke supply than even the great Smoky City. At present the hauling distance for coke from Connellsville to Wheeling is 134 miles, via the Pan Handle and 142 miles via the Baltimore & Ohio. By the new road the distance from Uniontown to Wheeling is only seventy-one miles, and as the new coke development is located twelve miles west of Uniontown the distance for coke haul for the Wheeling district would be cut to about fifty-nine miles, little more than two-fifths of the Baltimore & Ohio's haul.

At present the Wheeling district pay \$1.25 a ton freight for its coke. Pittsburgh manufacturers pay eighty-five cents, or fifty cents less than Wheeling, giving the Smoky City an immense advantage over this district. The construction of the Uniontown, Waynesburg & West Virginia would reverse this condition, and give Wheeling a rate of about seventy-five cents a ton on coke, ten cents less than Pittsburgh's, though Pittsburgh influences would probably work to lowering the rate there to as cheap a rate as Wheeling's.

### 6,000 to 7,000 Coke Ovens.

The coke development near Uniontown mentioned above, located twelve miles west of that place, is very extensive. It is stated that between 6,000 and 7,000 ovens are now being constructed, which will have a daily output of 15,000 tons. Much of this development is in the control of the Federal and National Steel companies and National Tube Company, which are interested in Wheeling district, Cleveland and western plants that would be reached by the new road in connection with the Wheeling & Lake Erie and Cleveland, Lorain & Wheeling roads at a freight charge that could be made lower than that of the Baltimore & Ohio and Pan Handle, it is claimed.

Wheeling district alone last year consumed 1,500,000 tons of coke, on which the freight charges footed up \$1,500,000. The freight charges for this amount of coke via the new line at sixty-five cents a ton would be \$1,170,000, a saving of \$330,000. At seventy-five cents a ton the freight would foot up \$1,350,000, or a saving of \$150,000.

Aside from the benefits derived by the iron and steel manufacturers in the Wheeling district, the jobbers and all business people of this city would find a new field opened to them. Fayette and Greene counties, especially the latter, are not well connected up with the outside world, and the new road would give Wheeling jobbers the call for all or nearly all the trade in that section. It would also make Wheeling the outlet for the tremendous output of produce from southwestern Pennsylvania.

### Coal by Water.

The Jutties, who are so prominently connected with the Uniontown, Waynesburg & West Virginia, are but recently retired from years of experience in the river coal business, having disposed of their extensive interests to the Monongahela Consolidated Coal Company.

"You may be surprised," said Captain Jutte recently, to President McGregor, of the Ohio county board of commissioners, "but it is a fact that Wheeling is in a position to discount Pittsburgh in the matter of marketing coal for the south via the river. Yet it is a fact."

Further inquiry revealed the intention of the promoters of the new road to continue their line from Bellaire to a point below that town, where it is intended to establish extensive coal tips, coal harbors and all the other equipment needed for the business of transferring coal from out the line of the Uniontown, Waynesburg & West Virginia railroad to barges for shipment to Cincinnati, Louisville and the south. Captain Jutte says he can make two shipments of coal from this point on a rise, while the Pittsburgh and Monongahela river operators can make but one. In addition the river haul is one hundred miles less than it is from Pittsburgh. One of the principal advantages in shipping coal from below Benwood is that the dangerous Bellaire and Steubenville railroad bridges, with their narrow spans, are avoided. Any steamboatman will concede that this is something not to be sneezed at, as nearly all the accidents on the upper river have been at these bridges. Of course this shipping of coal from Wheeling by water is the resurrecting of an old dream, but if such experienced river men as the Jutties believe it to be practical certainly nobody in Wheeling is in a position to say nay.

"I am surprised that the construction of such a road as we have in view and the shipping of coal from Wheeling south by the river have not been done long ago," said Captain Jutte to Mr. McGregor. "I believe our road will stimulate industrial activities in Wheeling and vicinity to such an extent that in ten years you will have a city of 50,000 inhabitants."

### No Paper Scheme.

The Jutties have shown conclusively to the county commissioners that theirs is no paper scheme. To begin with, Captain Jutte alone has subscribed \$1,000,000 to the stock of the Uniontown, Waynesburg & West Virginia Railroad Company, and his friends in Pittsburgh whom he has been instrumental in interesting in the enterprise have subscribed \$1,500,000 more. Greene county, Pa., has subscribed \$250,000 to the stock, and smaller subscriptions have been received from others. It is estimated that \$4,500,000 will be needed to construct and place the road in operation, but altogether \$5,000,000 in cash will be raised from stock subscriptions in order to place the company on a sound footing and to provide for possible advances in the cost of materials that would increase the expected cost of construction and equipment. Wheeling manufacturers and business men, will now be approached to take stock in the enterprise, and doubtless the promoters will meet with a favorable reception, for the enterprise has all the indications of being bona-fide and well backed.

# POLITICS

Politically speaking, the city was very much alive last night—Democrats leaving on the Urania for the state nominating convention at Parkersburg, and Republicans preparing for the pilgrimage on a special train to-day to the First district congressional convention at Weston. After much drumming up of the faithful by a brass band and the offer of sundry seductive inducements that appeal especially to the dyed-in-the-wool individual of Jacksonian proclivities, the Urania departed shortly before midnight with one hundred and twenty-five shouters and delegates for the state Democratic gathering. With none of the blare of trumpets and in a quiet, business-like way, the Republicans of the Pan Handle will go to Weston this afternoon to witness the interesting little contest in which Messrs. Dovenor and Campbell have assumed the leading roles.

The trip to Weston will be made on a special train on the Baltimore & Ohio road, secured by Congressman Dovenor. Last night the captain stated that he had secured two sleepers that will be attached to the special, and those of the delegates so desiring can remain through the night on the cars instead of taking chances in the crowded Weston hotels. The train will leave Wheeling at 4:45 this afternoon, and is expected to reach Weston between 9 and 10 p. m. The train will stop at all ticket stations, and delegates and others from any point along or near the route are invited to join the party.

Both Congressman Dovenor and Judge Campbell were in town last night putting in the final ante-convention licks. The latter will leave for Weston at 10 o'clock this morning, and of course Captain Dovenor goes on the special in the afternoon. The congressman is confident of success to-morrow, while his opponent declines to admit defeat and will make a gallant fight to the last ditch.

There is some difference of opinion in regard to the estimate of the strength of the two candidates, as given from the Dovenor camp in yesterday's Intelligencer. A well-known politician, who has not been active for either candidate, says the Dovenor people are claiming more than they will make good in the convention. He estimates Dovenor's strength at 177 votes, and Campbell's at 76 votes, as follows:

Counties.	Dovenor, Campbell.
Braxton	15
Brooks	5
Doddridge	18
Clint	19
Hancock	9
Harrison	12
Lewis	13
Marshall	20
Ohio	17
Tyler	16
Wetzel	11
Totals	177

Judge Campbell, when seen last night, declined to give any figures except to claim that he has the majority of the delegates from all of the seven Republican counties of the district with one exception (Ohio). Speaking of the Dovenor men's estimate he said: "After receiving the most careful and accurate information available from the several counties of the district, I regard that estimate as a long way from being accurate. I don't think the situation in the district justifies such claims. I regard the estimate printed in the Intelligencer as a piece of political bluff on the part of the people from whom it emanated." Continuing, Judge Campbell said that in his opinion the availability of the candidates should be considered, and in this connection he cited the slump in the Republican counties of Ohio, Marshall and Harrison in '98 as compared with '96 on the vote for Uniontown candidate for Congress slumped 2,300 votes, Mr. Blair, the Democratic candidate, fell off but \$90. "This," concluded Judge Campbell, "is a serious matter to consider before nominating the candidate for Congress on Wednesday."

It was rumored that the colored Political Equality Club, at its called meeting last night, would select a contesting delegation to the Weston convention from Clay district, but no such action was taken, though an attempt along this line was made. The meeting was held until after 10 o'clock, and by a decisive vote the proposition to name a committee to be empowered to select delegates to Weston was voted down, after which the club adjourned. There was a feeling among a majority of the club members that nothing should be done that would injure the Republican party in the First Congressional district.

The following are the delegates who will represent Ohio county at the Weston convention to-morrow, and most of them will attend in person:

Washington—Jacob Snyder, Benjamin Connelly, W. G. Caldwell, George Zeigler, Robert Hackett, Alfred Schieche, and Edward Elliott.

Madison—Hugo L. Loos, J. P. Maxwell, N. C. Hamilton, W. C. Etzler, H. Forgy, Ralph Whitehead, W. M. Baird.

Clay—Frank M. Milligan, H. C. Richards, Gabriel Jackson, John E. Scheil, C. G. Bradford, J. W. Kindeberger and Thomas O'Brien, Jr.

Union—L. V. Barton, J. R. Butts, M. A. Chew, Charles Hamilton, John Beckett, John Frew and W. B. McMeen.

Centre—Charles F. Bachman, D. W. Martin, John G. Leasure, C. B. Colburn, Leroy Millard, Dominick Morris, W. H. Huey.

Webster—George W. Bowers, Charles Earp, Charles L. Ebeling, Oliver Belleville, Charles Moore, James R. Travis, George Deviney.

Richie—David Habne, W. P. McCuskey, Richard James, E. P. Whist, William Knoke, Henry Nolte, Newton Dwyer.

Triadelphia—M. W. McCauland, J. C. Brady, B. W. Peterson, Dr. E. W. Alexander, John Arbens, Jr., John D. Carter, Jr.

Liberty—Dr. J. B. Caldwell, S. S. Gardner, J. B. Jones, Allen Curtis, G. R. White, R. L. Frawley.

Richland—No delegates chosen.

To the tune of "Jasper Jenkins," hurrahs from men on the boat and ashore, and by the light of many sticks of red fire, the Urania pulled out from the local wharf last night with the Pan

Handle delegation to the Democratic state convention at Parkersburg. The boat was slated to leave at 11 o'clock, but a delay held it back half an hour. About one hundred and twenty-five delegates and otherwise were on board, and there was enthusiasm enough stored away in kegs and casks to last until the excursionists arrive in the Wood county metropolis this morning at noon.

The scenes at the public landing were not as invigorating as expected, for the way affairs started early in the evening it looked like a high old time would follow, and a hundred or more curious spectators drifted down to the river front with visions of great things in store. Except for the antics of a few hilarious individuals who let loose under the influence of the band music, and an influence not so tangible, but more tangling, and the summary ejection of two suspected crooks by the detachment of police, the departure was as peaceful as the dawn of a summer day.

Interest in the convention was worked up considerably the last few days, and it reached its climax on the announcement that Auditorial Candidate "Joe" Handian was to "stand good for all." The free ride on the Urania to Parkersburg and return was, indeed, inviting. Then to drum up the crowd Meister's band was sent around the town last night shortly after supper time, and the band did nobly, halting at all the leading saloons in the central part of town, and after a stirring selection on the outside the boys were stirred up in the bar with more music, and perchance, liquid inspiration to the clinking accompaniment of glass.

A Democratic gathering without a bountiful supply of liquid refreshment would not be worthy of the name, and this detail was well taken care of. From one brewery came seventy-five dozen pint bottles of beer, which were taken aboard early in the evening, and taken aboard in job lots by the festive pilgrims as the boat moved down the river. The stronger taste was also catered to, witness to which was borne to by several kegs that contained good old rye. No man could object to the privileges. The wonder is that the crowd was so small.

When the boat had moved down stream a short distance several revolver shots were fired. This was the work of a few mischievous spirits who were not contented with the sufficiency of the red fire demonstrations and the band's cake walk selection. The red fire flashes on the water in the darkness of the night really made a pretty spectacle, and the weather could not have been better for a moonlight ride on the Ohio. And the crowd was an orderly one as a whole, the outbreaks of enthusiasm being pardonable under the circumstances. It was woefully small, though, after the drumming up indulged in.

Of the party but a percentage were delegates, the remainder being the flotsam and jetsam drawn thither by the generous inducements. Some of Ohio county's delegates will go to Parkersburg this morning over the Ohio River railroad, and among this bunch will be the following: Dr. J. A. Campbell, Chas. Menkemeller, August H. Weidebusch, James W. Ewing, Galla Mitchell, J. C. McKinley, Thos. M. Darrah, Harry Kileves, John Nichols and Harry Gartley.

Ohio county's delegates that excused were as follows:

Albert Capps, Charles Caranbauer, Dennis O'Leary, Michael Stein, R. S. Kinchelee, James T. McGee, R. T. McNichol, A. T. Sweeney, Capt. A. A. Franzheim, Henry Nau, Peter Hos, Berry Merchant, Joseph Winterhalter, John Corcoran, A. C. Stoetzer, C. F. Caldwell, James Mullerkey, Thomas J. Volington, Martin Flynn, James B. Dixon, James Nichols, Albert Speldel, Thomas Padden, August C. Fette, Joseph Humes, James Baird, L. W. Blaney, J. M. Faris, James Cresap, Chester Whitman, J. W. Nichol, Milton Schuck, Dr. W. J. Bates, John Jacobs.

Marshall county's representatives included: Joseph Mahood, James E. Barrett, John Robey, Jacob Debold, Louis Goecke, John Cusack, Joe McManan, all of Benwood; Martin Cogley, Jerry Fitzgerald, John Crawford, of Cameron; John Naley, of Broad Tree.

From Hancock county went: George L. Bambrick, A. F. O'Brien, H. C. Stewart, Columbus Stewart, Jesse Morrow and J. W. Horn.

The boat stopped at Benwood to let off the band, which did not accompany the party to Parkersburg, much to the regret of the excursionists. Officers Wells and Landmyer stayed on the boat until Benwood was reached, at the request of the managers, who said they feared a bunch of "tin-horners" would attempt to connect with the boat at that place, a compliment to the town that will not be relished by the average Benwood man.

Howard L. Swisher, of Morgantown, a candidate for the Democratic nomination for state superintendent of schools, was in the city for a short while yesterday enroute to the Parkersburg convention. Mr. Swisher's principal opponent will be Prof. Robert A. Armstrong, of the State University, and the Monongahela delegation will be divided as a result of both being from that county. The younger element of the party will rally to the Swisher standard, it is thought, and he has conducted a quiet but effective campaign for the honor. Mr. Swisher is an alumnus of the University and is a writer of considerable merit, his "Brier Blossoms" having received flattering recognition. But the nomination he seeks will be an empty honor this strongly Republican year.

The Brooke county delegation to the Republican congressional convention will join the Wheeling delegation here this afternoon. Following are the delegates: Alfred Potts, Frank McNally, W. R. Miller, Oscar C. Nicholls, of Weleburg; George Bailey and W. W. Smith, of Cross Creek district; W. A. Moore, Ralph Wells, H. A. Green, of Buffalo. All expect to attend except Nicholls.

It is said that the chances of Mr. Alex. R. Campbell, the deputy revenue collector here, succeeding Mr. A. B. White as collector of internal revenue for the district of West Virginia are excellent. This will be received by Mr. Campbell's friends with satisfaction, and that he will fill the office with ability is generally conceded.

We have a slightly shopworn piano which we offer as a rare bargain. F. W. BAUMER CO.

McFADDEN'S.



THIS IS  
THE NEW STYLE  
STRAW HAT.

It's the "Atlantic City," the new style rough braid straw, with black bands, navy blue bands or pretty polka dot bands, a very becoming and pretty hat, the best 75c quality.

FOR ONLY 48c.

McFADDEN'S SHIRTS, SHOES, PANTS,  
1316 to 1322 Market Street, Wheeling.

## PERSONAL NOTES.

### Going and Coming of Wheeling People and Visitors.

Mr. Moreland Hudson, of Baltimore, Md., is visiting friends on the island.

Miss Sarah Geiger, of Reading, Pa., and Mrs. Espenshaver, of Steubenville, Ohio, are visiting Mrs. W. A. Latouch, on the South Side.

Mrs. Jack Elliott, of the South Side, and her three children, will leave to-day, over the Pan Handle, for New York, from whence they will sail Wednesday, on the Majestic, for England.

## BRIEF MENTIONINGS.

### Events in and About the City Given in a Nutshell.

The regular meeting of the W. U. B. Society will be held at the Y. M. C. A. to-morrow afternoon, at 2:30 o'clock.

The congregation of Zion German Lutheran church will hold its annual picnic at Pleasant Valley park to-day.

The funeral of the late Charles W. Seamon will occur from the home of his parents, 151 Twenty-ninth street, to-morrow afternoon, at 2 o'clock.

This afternoon at 3:30 o'clock occurs the funeral of the late Charles R. Ritzer, whose sudden death on Sunday evening, was chronicled yesterday.

One of the largest mud cats ever seen in this city was received yesterday by Hoe & McKeever, from a fishing camp below Cresap's Grove. It weighs forty pounds.

Mrs. McCarthy, of the Island, will have a hearing before Judge Eppert, in the charge of assault and battery on another resident of the Garden Spot.

Evangelist Randall is in financial straits, and requests benevolently disposed persons to aid in his work in the Wheeling slums by sending any contribution, however small, through the mails.

About 200 Wheeling potters went to New Castle, Pa., on an excursion over the Cleveland & Pittsburgh railroad yesterday, to attend a big union picnic of the potters of the Ohio Valley. They will arrive home this morning.

The Red Cross medical relief society, organized last fall by Wheeling people, has decided to suspend business. Its purpose was to afford medical attendance to the members for a monthly assessment, but it did not pay, the receipts being unequal to the task.

George Howe, which is not his right name, last night picked up an orange from the fruit stand maintained by two Greeks, one door south of the Masonic temple. One of them, Gorgeston, smote Howe on the jaw, which he returned with a stiff counter. Lieut. Deviney arrested Howe and Officer Larkin leveled on the Greek. The cases will be disposed of to-day.

Theodore Richter, known as "Dutch Theodore," well known on the South Side, was given \$2 to hold yesterday, the same being a wager between two men, and Theodore's abilities as a stake holder fell away below par soon after, when the man who won the money, W. M. Dehnur, could not locate him. Dehnur swore out a warrant at police headquarters, and Officer Larkin made the arrest. Richter will get a hearing this morning before Squire Rogers, who released him on his own recognizance.

## Resolutions of Respect.

At the regular monthly meeting of the board of directors of the Young Men's Christian Association, held last night, the following preamble and resolutions were unanimously adopted:

This entire community recently learned with profound regret, of the death of Henry K. List. The board of directors of the Young Men's Christian Association of Wheeling share in the general grief. We bow our heads in sorrow and with long mournful and irreparable loss. The moral, religious and charitable interests of our city are, in his decease, bereft of an influential friend and generous benefactor. He was trustee of the Association and always manifested a deep interest in its welfare and usefulness. We desire to show respect to his memory and to pay a just tribute to his character, his virtues and his services; therefore, be it

Resolved, That in the death of Mr. List, our association has sustained, and we deeply feel and lament, the severe loss of one of its earliest members, warmest friends and most liberal supporters.

That we mourn for one that was worthy of our highest respect and esteem and whose Christian example we will ever cherish.

That we commend to the young men of our association for their emulation his well-rounded life, his faithfulness and zeal, his unimpeachable integrity, his generous impulses, his simplicity of heart and his high Christian character.

That we assure the bereaved family of our heartfelt sympathy in their affliction; and

That these resolutions be recorded on our minutes and a copy of the same be transmitted to the family of the deceased.

MYRON HUBBARD,  
JOHN C. LYNDEN, President,  
General Secretary.

## Card of Thanks.

The ladies composing the board of managers of the West Virginia Home for Aged and Friendless Women desire to express their gratitude to the many friends of the home whose numerous and valuable gifts on their recent donation day attested to the kindly nature and liberal impulses of the donors. The gifts were varied, embracing in the list, generous checks, bed linen, table linen, groceries, wall paper, carpet, and many other useful and necessary articles. The ladies appreciated the sympathy in their work evinced by the presence of so many visitors, and wish to thank everyone who, in any way contributed to the success and pleasure of the day.

MRS. W. H. ANDERSON,  
In Behalf of the Managers of the Home.

A PURE article of champagne is a healthy beverage. Get Cook's Imperial Extra Dry, 40 years' record.

YOU can have a delightful time Thursday evening at the Altenheim Strawberry Festival. Begins at 6 p. m.

We have a slightly shopworn piano which we offer as a rare bargain. F. W. BAUMER CO.

ONLY one remedy in the world that will at once stop itching of the skin in any part of the body; Doan's Ointment. At any drug store, 50 cents.—3.

CASTORIA  
The Kind You Have Always Bought  
Bears the Signature of J. C. Ayer & Co.

## MARTIN'S FERRY NEWS.

### The Daily Chronicle of Wheeling's Progressive Neighbor.

Yesterday afternoon about 1 o'clock occurred the death of Ellis ("Stump") Clark, at his home, on South Broadway, after an illness of several days, of pneumonia. Deceased was thirty-five years of age, and leaves a wife and six small children. He was a well known resident of this city, and it will be remembered he was the Democratic candidate for marshal at the last municipal election. The funeral will take place from St. Mary's church, to-morrow morning, at 9 o'clock, and interment will follow at the new St. Mary's cemetery.

The Bellaire Uniform Rank, Knights of Pythias, with their band, also Battery A, from Wheeling, and the Uniformed companies of that place, will assist in the organization of a Uniform Rank company in this city, this evening. A short parade over the principal streets will take place early in the evening, before the exercises at the hall begin. At the termination of the exercises a banquet will be given.

The sixteen-month-old child of Mr. and Mrs. Schubacker, died yesterday afternoon, about 2 o'clock, from injuries received from a fall out of a buggy on Decoration Day. The funeral arrangements had not been perfected last evening, but it will probably occur this afternoon, with interment at St. Mary's cemetery.

The fire department was called out about 4 o'clock yesterday afternoon, to a small blaze in the engine room of the Beaumont Glass Works, the alarm being turned in from box No. 23. The blaze was extinguished by a few buckets of water without the assistance of the department. The damage was very slight.

Misses Ellen and Sarah Gray very pleasantly entertained the Young People's Society of the United Presbyterian church, last evening, at their home on North Fourth street.

The funeral of Fernando Davidson took place yesterday afternoon, at 1 o'clock, from his late residence on South Broadway. Interment was made at Riverview cemetery.

Rev. E. C. Simpson arrived here last evening, from Belfontaine, Ohio, and will be the guest of the family of G. G. Eaton, on Fourth street, for several days.

The grocery stock of Shell Martin, on Walnut street, has been sold to Clarence Ebberts, who will continue the business at the old stand.

The W. C. T. U. will meet at the home of Mrs. Samuel Huskins, corner of Third and Fayette streets, this evening.

A dance was given at Scheible's hall last evening, which was a very enjoyable and largely attended affair.

Mrs. J. W. Schofield leaves to-morrow for Muncie, Ind., where she will be the guest of relatives for a month.

Frank Brosky was fined \$1 and costs yesterday, by Mayor Goodhue, for riding his "bike" without a light.

Mrs. Charles Burns, of Steubenville, is the guest of the family of Prof. J. W. Schofield, on Walnut street.

The work of paving between the street car tracks on South Broadway is progressing rapidly.

W. H. Blackford left yesterday for Stark, Ohio, Pa., to visit relatives for a few weeks.

H. D. Thompson, of Uhrichsville, was a business caller in the city yesterday.

John Moran returned yesterday from a business trip to Uhrichsville.

H. W. Gauding was in Wellsburg on business yesterday.

H. C. Montgomery is able to be out, after a week's illness.

W. H. Holten was in Adena yesterday, on business.

## THE RIVER.

YESTERDAY'S DEPARTURES  
Parkersburg, BEN HUR, 9 p. m.  
Steubenville, T. M. BAYNE, 2:30 p. m.  
Sistersville, RUTH, 2:30 p. m.  
Clarksburg, LEROY, 2:30 p. m.

BOATS LEAVING TO-DAY.  
Pittsburgh, QUEEN CITY, 6 a. m.  
Cincinnati, KEYSTONE